

@NC_By_Train
ncbytrain.org

NCDOT Rail Division

The Rail Report



November 2016

Passenger and Freight Services in NC Feel the Effects of Hurricane Matthew

A very alert train crew and a downed tree kept *Carolinian* Train 79 from running into a washout due to heavy rains from Hurricane Matthew. On Saturday, October 8, shortly after departing the Selma station, Train 79 hit a tree that had fallen onto the tracks. The crew stopped to inspect for damage, made a minor repair to an air valve, then proceeded slowly with caution. After crossing the Neuse River Bridge, the engineer saw the track ahead appeared unsafe. He stopped the train again, and within minutes a culvert washed out under the tracks. The crew immediately notified Norfolk Southern (NS) of the situation and returned to the Selma station where passengers were loaded on three buses for their final destination. The Rail Division staff worked long hours through the storm to ensure safe operation of the state-sponsored passenger trains and local stations in partnership with the NC State Emergency Management Office, Dept. of Homeland Security, FEMA, Amtrak, CSX and NS. "Safety remains our top priority as we work to address the damage caused by major flooding on railroads," said Transportation Secretary Nick Tennyson.

All North Carolina trains ran on Saturday with the exception of Train 76 which was canceled after Train 74 experienced a three-hour delay getting to Raleigh because of multiple trees on the tracks between Durham and Raleigh. Although power was out, the Cary and Durham stations were open, powered by generators purchased as part of the Piedmont Improvement Program American Recovery and Reinvestment Act funds.

All trains were annulled on Sunday. Partial service resumed on Monday, and by Tuesday NC BY TRAIN service was back on schedule.

The Rail Division has received reports of bridge damage and track washouts on the North Carolina & Virginia, Carolina Coastal, Clinton Terminal and RJ Corman Carolina lines. The Rail Division will be coordinating with all railroads in the coming weeks and months to provide support in the wake of Hurricane Matthew.



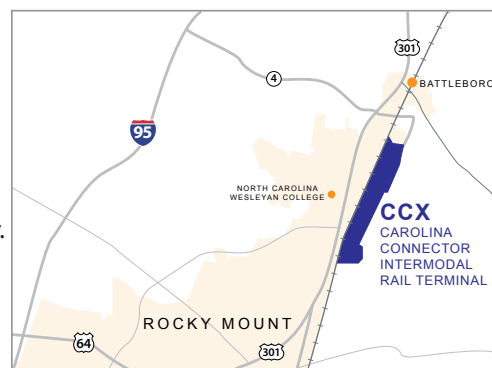
Flooded track on the Carolina Coastal Railway near Chocowinity.

Work Progresses on the Carolina Connector Intermodal Hub Project

CSX Visualization of Future Intermodal Hub



CSX and NCDOT are partnering to build the Carolina Connector (CCX) Intermodal Rail Terminal in Edgecombe County. An aggressive schedule is being pursued so permits can be obtained, construction can begin in late 2017, and the facility can be open for operations in late 2019. Funding for the project is anticipated to be included in the Draft 2018-2027 State Transportation Improvement Program in fiscal year 2018.



Preliminary engineering agreements were executed in September. CSX is leading design, environmental documentation, and the United States Army Corps of Engineers' (USACE) permitting efforts. CSX initiated field studies following execution of the preliminary engineering agreements in September. NCDOT will provide project oversight by reviewing the environmental documentation and designs.

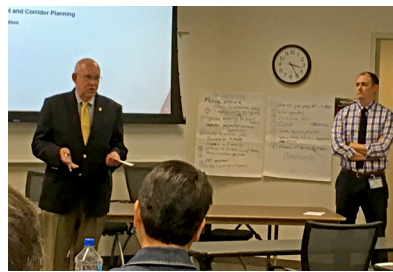
Initial public information sessions were held in Edgecombe and Nash Counties in July, the week following Governor McCrory's announcement of the site. Additional public involvement meetings are anticipated to be held as designs are developed.

NCDOT is also working with the Carolinas Gateway Partnership and others to initiate a study to identify important transportation links between CCX and other freight nodes in North Carolina. The study will identify potential projects to be prioritized for funding under the Strategic Transportation Investments law.

Southeast Regional Rail Plan Study

The Federal Railroad Administration (FRA) is leading the preparation of a multi-state rail planning study to develop a long-term vision for high performance passenger rail in the Southeast. The study will build on the work that has already been done on the Southeast Corridor, but will look at the potential for high performance rail within a broader market. States participating in the study include Florida, Georgia, South Carolina, North Carolina, Virginia and Tennessee. The District of Columbia is also participating in the study. Alabama and West Virginia will be informed of the study's progress. FRA and its consultant will use a model known as the Connect Model to evaluate potential markets, corridors, ridership and costs to create a high performance network. The study will help prioritize corridors for development and recommend a governance model to implement the system within the Southeast. One model being considered is the expansion of the existing Virginia-North Carolina Interstate High Speed Rail Compact to include other southeastern states.

FRA has established a Stakeholder Advisory Group to help guide the study. The first meeting was held on September 20 in Columbia,



Rep. William Brawley speaks to the Stakeholder Advisory Group

South Carolina, where FRA presented the purpose of the study and outlined the approach. North Carolina representatives in the Stakeholder Advisory Group included Representative William Brawley, Co-Chair of the Virginia-North Carolina Interstate High Speed Rail

Compact; Paul Worley, NCDOT Rail Division Director; Jeff Mann, General Manager, GoTriangle; Jim Kessler, Vice President, North Carolina Railroad Company; Robert Cook, Charlotte Regional Transportation Planning Organization; Tim Gibbs, Charlotte Department of Transportation; and Jay McArthur, Amtrak. Additional meetings will be held throughout the study, which is anticipated to be complete in September 2017.

For more information, please contact Eddie McFalls, PE, Strategic Initiatives Consultant at (919) 707-4727 or ebmcfalls@ncdot.gov.

FRRCSI Funds Improve Sanford Rail Crossing

Motorists will have a much smoother ride when crossing the railroad tracks on Weatherspoon Street in Sanford. A new 68-foot concrete tub style crossing replaced the rough and deteriorated asphalt crossing. The new concrete crossing will last many years with little anticipated maintenance expense. NCDOT Division 8 provided the asphalt work, resulting in a smooth approach to both sides of the crossing. This project was completed on September 13 using \$54,303 in Freight Rail and Rail Crossing Safety Improvement Funds.

The crossing is located on the Atlantic & Western Railway, an operating unit of Genesee & Wyoming Inc. Genesee & Wyoming operates short line railroads in the United States, Australia and Europe.



North Carolina & Virginia Railroad Improvements Underway



On September 16, Rail Division staff visited the North Carolina & Virginia Railroad (NCVA) to review ongoing improvements to its line. The railroad is continuing a program to upgrade its infrastructure to support current and new customers. NCVA has

partnered with NCDOT who has partially funded the upgrades through the use of remaining Mobility funds. This project includes a series of improvements to 12 timber-pile bridges and five culverts. Construction this summer focused on the replacement of bridge decks, stringers and posts on five timber structures. The overall project construction is expected to be completed by the end of this year. NCVA's primary customer is NUCOR Steel in Cofield, NC. In addition to NUCOR, NCVA also provides service to Berry Plastics, Commercial Ready Mix, Eddie Kane Steel and Resinall, among others. Short line railroads like the NCVA are valuable to freight logistics and economic development efforts throughout the state.



Pembroke Connector Track in Robeson County will Expedite Freight and Intermodal Service in Eastern NC

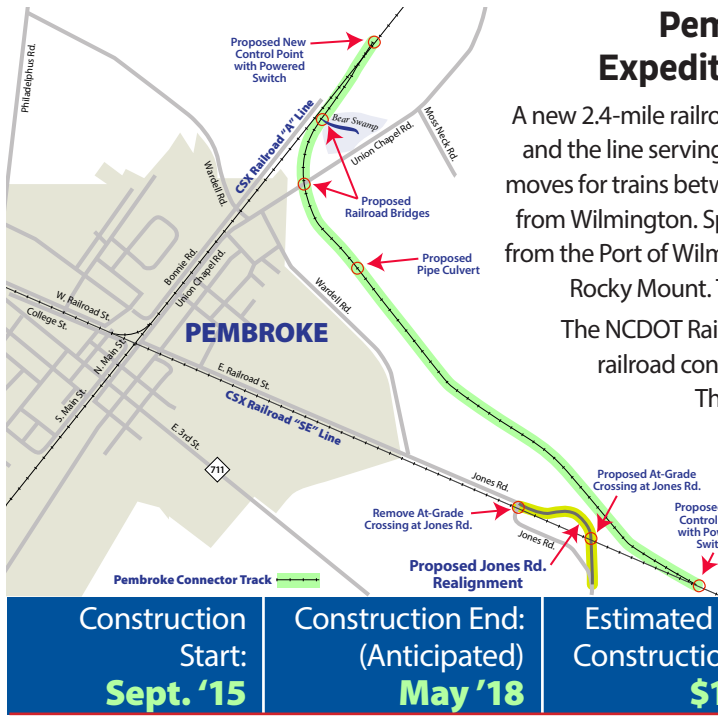
A new 2.4-mile railroad connection is being constructed between CSX's main north-south line and the line serving Wilmington industries and the port. The new connection provides direct moves for trains between the north and east and will reduce transit times for shipments to and from Wilmington. Specifically, the new connection track will expedite intermodal train service from the Port of Wilmington to the new Carolina Connector (CCX) east coast intermodal hub in Rocky Mount. The connection will be in service prior to the opening of the CCX terminal.

The NCDOT Rail Division is administering the grading contract and overseeing the overall railroad construction. The NCDOT contractor for the grading is C.M. Lindsay and Sons. The grading project is on schedule and approximately 50 percent complete.

Railroad bridge construction over Union Chapel Road began this month and is the next major construction item. CSX will administer the railroad track and signal construction, which is expected to begin in 2017.

As part of the project, Jones Road is being relocated as depicted on the map to reduce crossing blockages by trains and improve roadway safety and railroad crossing geometry.

This project element is being administered by NCDOT's Division 6.



Train Service to Carolina Panthers Games

Passengers headed to 1 p.m. Sunday games on Nov. 13, Dec. 11 or Dec. 24 can take *Piedmont* Train 73 from Raleigh at 6:45 a.m. or board at one of the other seven stations along the way and return on *Piedmont* Train 76 at 5:15 p.m.

The Charlotte Area Transit System is picking up passengers at the Charlotte station and dropping them off a few blocks from Bank of America Stadium. ([View a map.](#)) The fare is \$2.20 for one-way service and \$4.40 for round-trip service.

For info and to purchase tickets: www.ncbytrain.org

The Rail Division continues to be an Industry Leader in Reducing Air Pollution

Locomotive 1859 was recently retrofitted with a specialized selective catalytic reduction system, known as a Blended Aftertreatment System (BATS). The BATS system is designed to treat locomotive engine exhaust with chemicals prior to being released to the environment, which significantly lessens air pollution levels from the locomotive. Initial testing of the BATS was completed in late September and confirmed that the locomotive's emissions levels are now nearly compliant with, and in some cases, better than the EPA's most stringent requirements for air pollution.

NCDOT is the only passenger rail agency in the country to have successfully implemented a retrofit emissions reduction system that meets such stringent levels, and it intends to have its remaining F59PH locomotives retrofitted with BATS systems by late 2018.

Air pollution levels have been reduced by up to 95% vs. prior to BATS installation.

The Rail Division sincerely thanks NCDEQ, the NCSU Clean Tech Center and EE Department, Rail Propulsion Systems, EF&EE, and RailPlan, Inc., for their efforts in successfully implementing the BATS emissions reduction system.



Enhanced Wi-Fi Service Available on the Raleigh - Charlotte Piedmont Trains

The NCDOT Rail Division is now offering enhanced premium Wi-Fi service onboard the *Piedmont* trains.

Passengers have three Wi-Fi options – Bronze, Silver and Gold plans. The 30-minute Bronze plan is included in the purchase of a ticket, and now there is the added option of Silver and Gold plans. These new tiered Wi-Fi services provide passengers with higher speeds and additional media streaming options, and can be purchased on an hourly basis for occasional riders and a monthly fee for regular riders of the *Piedmont*.

Out and About with NC BY TRAIN

Alison Boswell, Customer Service Agent, shares info and schedules with bluegrass fans at Wide Open Bluegrass in Downtown Raleigh, September 30 and October 1.

Look for the NC BY TRAIN tent at the Whirligig Festival in Wilson on November 5 and 6.



All Aboard the Santa Train!

Enjoy pictures with Santa, refreshments and Christmas carolers on Saturday, **December 3.**



NC
BY TRAIN

**Departs from Charlotte, Kannapolis, Salisbury,
Raleigh, Cary, Durham or Burlington**

Santa Train Raleigh

Travel to Greensboro and back with a brief layover. To get on board, book a seat on the Piedmont #75 departing from Raleigh, Cary, Durham or Burlington.

Raleigh to Greensboro

DEPARTS	TRAIN 75	Fares As Low As
RALEIGH	11:45 AM	\$14.50
CARY	11:58 AM	\$12.50
DURHAM	12:19 AM	\$11.50
BURLINGTON	12:55 AM	\$6.00

Greensboro to Raleigh

DEPARTS	TRAIN 74	Fares As Low As
GREENSBORO	1:42 PM	
BURLINGTON	2:03 PM	\$6.00
DURHAM	2:42 PM	\$11.50
CARY	3:03 PM	\$12.50
RALEIGH	3:21 PM	\$14.50

Santa Train Charlotte

Travel to High Point and back with a brief layover. To get on board, book a seat on the Piedmont #74 departing Charlotte, Kannapolis or Salisbury.

Charlotte to High Point

DEPARTS	TRAIN 74	Fares As Low As
CHARLOTTE	12:00 PM	\$16.50
KANNAPOLIS	12:27 PM	\$11.00
SALISBURY	12:44 PM	\$8.50

High Point to Charlotte

DEPARTS	TRAIN 75	Fares As Low As
HIGH POINT	1:38 PM	
SALISBURY	2:14 PM	\$8.50
KANNAPOLIS	2:31 PM	\$11.00
CHARLOTTE	3:04 PM	\$16.50

Kids 2-12 ride half price with paid adult. Discounts for AAA members, seniors, college students and military. Reservations required, book early for best fares. Seating is limited. Please arrive early for parking. For more information, visit ncbytrain.org or call 1-800-BY-TRAIN.

Ridership & Revenue on NC's Amtrak Service – *August 2016 vs. 2015

	RIDERSHIP			REVENUE		
	2016	2015	% +/-	2016	2015	% +/-
Piedmont	11,486	12,948	-11%	\$234,777	\$256,499	-8%
Carolinian	26,879	27,845	-3%	\$1,852,687	\$1,897,949	-2%

947



Hours Volunteered by N.C. Train Hosts in August, supporting NC BY TRAIN onboard and at events.

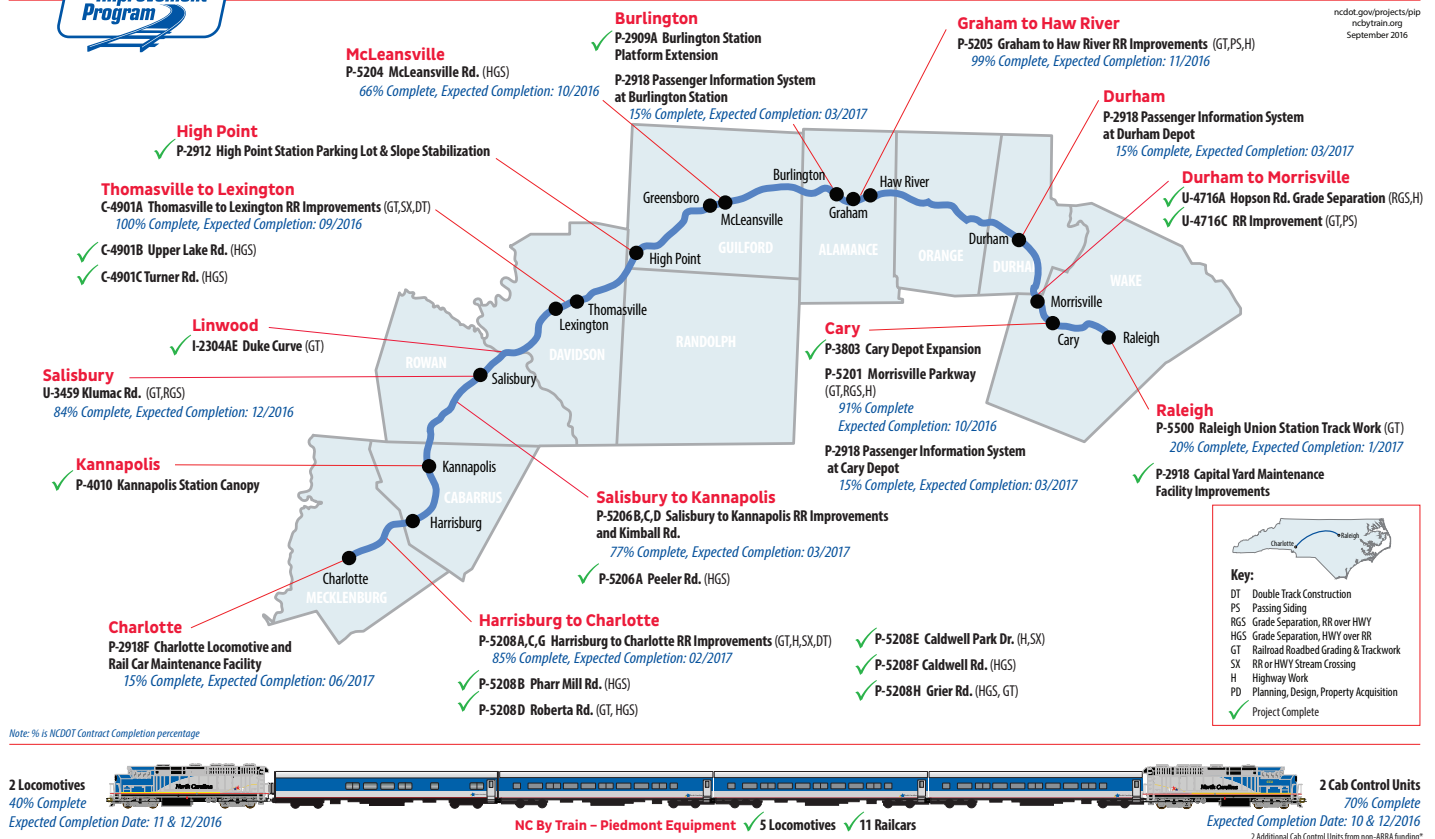
August 2016 service modifications and annulments impacted eight *Piedmont* trains and four *Carolinian* trains. On August 8 and August 15, all *Piedmont* trains were annulled and *Carolinian* trains operated between New York and Raleigh only to accommodate Piedmont Improvement Program (PIP) project work. Additional disruptions for PIP project work will continue to occur as necessary through completion of the project. Average gasoline prices were \$0.32/gallon lower in August 2016 than in August 2015 (EIA Weekly Retail Gasoline for Lower Atlantic region).



Piedmont Improvement Program – September 2016 Status Report



ncdot.gov/projects/ncdot
ncdotrail.org
September 2016



Piedmont Improvement Program Milestones

Haw River - The siding at Haw River (*below*) was placed in service on September 19 on the new alignment. Remaining work on the project includes putting the main track in service on its permanent alignment, anticipated to occur in October, and completing minor grading items.



Charlotte - On September 19, a temporary detour alignment south of CP Junker was removed, establishing a portion of the final alignment for main track 1. Removing the temporary alignment allows for the final stages of completion of the double track at the south end of the Haydock to Junker project (*right*).

Spent to Date of \$520M (eff. 9/30/2016)

Component	Expenditure
PD&A/ROW	\$ 53,270,996
Equipment Procurement & Rebuild	\$31,092,387
Stations & Facilities	\$46,256,517
Track & Structures	\$297,950,929
CRISP	\$2,180,376
Program Totals	\$430,760,205

Two new contracts totaling \$18,320 were awarded in September.



Piedmont Improvement Program – Project Photos – September 2016



P-5500 Raleigh Union Station, roadbed construction



P-5500 Raleigh Union Station, station construction



P-5201 Morrisville Parkway, open to traffic



P-5205 Graham to Haw River Passing Siding construction



P-5204 McLeansville Road, final grading



C-4901 Bowers to Lake, Rich Fork bridge completed

Piedmont Improvement Program – Project Photos – September 2016



U-3459 Klumac Road, roadway paving



P-5206 Reid to North Kannapolis, track construction



P-5206 Reid to North Kannapolis, track surfacing



P-5208 Haydock to Junker, track construction



P-5208 Haydock to Junker, track construction



P-5208 Haydock to Junker, Coddle Creek bridge construction